

# REPORT

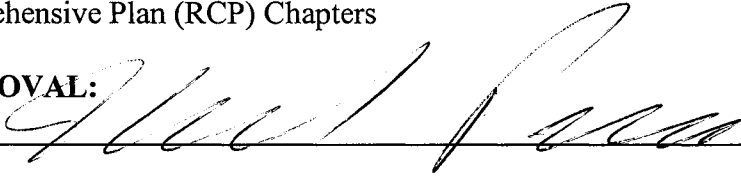
**DATE:** November 1, 2007

**TO:** Community, Economic, and Human Development Committee

**FROM:** RCP Task Force  
Douglas Kim, SCAG Consultant; (213) 236-1967, kimd@scag.ca.gov

**SUBJECT:** Draft Regional Comprehensive Plan (RCP) Chapters

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve for release the Preliminary Draft Regional Comprehensive Plan's (RCP) Executive Summary, and Land Use & Housing and Economy chapters.

**BACKGROUND:**

The RCP is an advisory policy document that responds to Regional Council direction to look at long range challenges for the region and a vision for meeting those challenges. It lays out a path forward for consideration by SCAG, local governments, and other stakeholders in the region.

The RCP serves as an important complement to the Regional Transportation Plan (RTP), which is scheduled for release in November 2007 and must be adopted by April 2008 to avoid a potential federal air quality conformity lapse. Although the RTP will meet all requirements for transportation planning in the region, it is constrained by available resources and regulatory requirements and will not, on its own, respond to the full range of environmental and socio-economic challenges in the region. The RCP complements the RTP by recommending how the region can better accommodate growth, protect the environment, and assure economic competitiveness.

The RCP Task Force is presenting and recommending consideration of the three chapters of the Preliminary Draft RCP that is attached. This includes two chapters that have been under the purview of the CEHD: Land Use & Housing and Economy and are based on recommended Goals, Outcomes, and Action Plans that were presented to CEHD on August 30, 2007. In addition, the Executive Summary was reviewed by the CEHD in October and is included again for reference. The content of these chapters is the result of extensive input and review from the RCP Task Force and other stakeholders.


# REPORT

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## FISCAL IMPACT:

Work performed for the Regional Comprehensive Plan is included in the current year SCAG Overall Work Program (08-035.SCGS1).

Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

# Executive Summary

## REGIONAL COMPREHENSIVE PLAN: CHARTING A PATH FOR SOUTHERN CALIFORNIA'S FUTURE

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that directly responds to what we've learned about Southern California's challenges through the annual State of the Region report card. It responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving our inter-related housing, traffic, water, air quality, and other regional challenges. Through extensive outreach and input from the RCP Task Force, SCAG's policy committees, subregions, local governments and other key stakeholders, the RCP is a collaborative effort to address our region's challenges and set a path forward.

The RCP sets a path forward in two key ways. First, it ties together SCAG's role in transportation, land use, and air quality planning and demonstrates why we need to do more than we're doing today. For example, while the RCP is based on the growth management framework of the Compass Blueprint, it further promotes environmental policies that help to "green" the region and lay the groundwork for a more robust 2012

update of the Regional Transportation Plan. Second, it recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control.

The result is a proactive, unconstrained, big-picture advisory plan that envisions what a livable, sustainable, successful region could look like and challenges us to tackle difficult issues. The RCP describes what could happen if current trends continue, defines a vision for a healthier region, and recommends an Action Plan that could get us there by 2035. By balancing resource conservation, economic vitality, and quality of life, it lays out a long-term planning framework that shows how we can respond to growth and infrastructure challenges in a comprehensive way.

Of course, there are many ways to address the region's challenges. As such, while the RCP recommends more integrated resource planning, *it does not mandate them*. Rather, local governments are asked to consider this Plan's recommendations in General Plan updates, municipal code amendments, design guidelines, incentive programs and other actions. The key is to begin talking about what the challenges are, define success, and implement solutions.



## FAST FACTS

*The Consequences of Inaction*

If these projected regional, national, and international changes continue to unfold, our region will go through profound changes. There are potentially troubling consequences if we fail to act now:

**Land Use and Housing**

- Lack of new housing in existing neighborhoods could result in increased land consumption in fringe areas.

**Transportation**

- As roadways get more congested, traffic speeds could drop to an average of 28 miles per hour during rush hour.

**Solid Waste**

- Exporting waste to desert areas and beyond increases the economic and environmental costs of waste management.

The RCP is being developed to:

- Respond to the SCAG Regional Council's direction to develop a comprehensive plan that addresses the region's economic, social and environmental future as well as emphasizes the interdependence and ramifications of these various issue areas.
- Inform local, subregional, and county economic and resource plans that are often limited by geography or scope. For example, a county-wide resource plan for open space may fail to recognize the habitat value of linking to adjacent county open space plans.
- Help meet federal transportation planning requirements that call for more integrated resource planning, particularly more integration of environmental concerns into transportation plans through expanded consultation.
- Offer recommendations to local governments from a regional, comprehensive perspective for consideration into the development of local General Plans and the design and review of major development through the region's Intergovernmental Review process.
- Provide a regional response and strategy for meeting climate change mandates that call for reductions in greenhouse gases.
- Offer a comprehensive, integrated policy plan that helps position Southern California to get its fair share of rev-

enue from federal and state funding programs, such as the traffic, housing, water, and park infrastructure bonds approved in 2006.

- Help stakeholders make the most of their limited resources by highlighting priority policies for future implementation that maximize benefits both locally and regionally.

Ultimately, the RCP sets the stage for regional dialogue and begins a process to measure our performance. Success depends on the region's ability to agree on our challenges, evaluate policy options, and seek consensus. As the council of governments for Southern California, SCAG is uniquely positioned to work with its subregions and local governments membership to take a leadership role in sustainability planning to meet our needs of today without undermining our ability to do so in the future. As the region's metropolitan planning organization, SCAG can help prioritize federal and state funds for programs that support the RCP's vision and outcomes.

To that end, SCAG proposes to update the RCP on a regular basis in concert with the Regional Transportation Plan to reflect changes in legislation, technology, policy, and other variables.

**Assessing Our Challenges**

Southern California is witnessing historic change at the global, national, and regional level. As our world continues to change



in sometimes dramatic ways, Southern California is increasingly faced with tougher policy choices that will shape our region for generations to come:

- As we add over 7 million more residents to our region by 2035, our ability to coordinate growth and infrastructure will determine how we consume our finite resources, whether it's open space, water, or even roadway capacity. Furthermore, policy initiatives like the Southwest Alliance can be used to coordinate growth and infrastructure planning with our partners in Kern County, San Diego County, and even Mexico.
- Making a real dent in traffic congestion is getting tougher and more expensive. Our region must explore new initiatives that can reverse decades of worsening mobility and make tomorrow's commute better than today. If we don't develop new initiatives to address how people and freight move, average freeway speeds will slow to 28 mph while the economic, environmental, and public health costs of congestion will continue to rise.
- After decades of steady progress, our air quality improvements have leveled off as growth has begun to offset the technological advancements that have served us well until now. Today, we face an air quality crisis, with more than 5,000 premature deaths from fine particulate matter. We must respond to more stringent air quality standards for  $PM_{2.5}$  (particulate matter smaller than 2.5 microns in diameter) and even unregulated smaller pollutants called nanoparticles by reducing our reliance on diesel and other petroleum-based, combustion engines.
- The future of our energy supply is becoming uncertain. We are increasingly dependent on imported petroleum, natural gas, and coal, which account for 85 percent of our energy use. As we question the long term viability of a petroleum-based energy future, we must explore non-combustion-based energy sources.
- Our water supplies are increasingly threatened by pollution, and growth is often limited by whether there's adequate supply. The quality of our surface and groundwater supplies is equally important and must be protected through better management practices.
- Our economy continues to become more service- and technology-oriented, with manufacturing outsourced to other regions and other countries. Today, the freight movement and logistics industries fuel much of our local economy. Over time, our region needs to find a balance that promotes regional economic sustainability through promotion of local industries while recognizing its important link to the global economy.
- We have to rethink our current waste management approaches and realize that waste is the result of the inefficient use of our limited, natural resources. Our region generates over 80 million tons of trash each year. Burying the problem in landfills does not make it go



## FAST FACTS

*The Consequences of Inaction*

## Energy

- Estimates indicate up to 100 more days per year with temperatures above 90 degrees Fahrenheit in L.A.
- Higher temperatures and lower snowpack due to global warming could reduce hydropower generation, reducing California's in-state power production by 5 percent.

## Air Quality

- With a potential 3 to 10.5 degree rise in temperature due to climate change, extremely hot days could double to 72 per year.
- Higher temperatures could hinder our air quality goals resulting in 35 percent more days conducive to ozone formation in the L.A. Area.

away. We need to address this issue by reducing waste, reusing materials, recycling, and developing alternative technologies.

In addition, forces on the national and international scale are impacting our region:

- **Climate change.** The body of scientific evidence shows that our global climate is heating up at unprecedented rates that threaten life as we know it. The vast Southern California region has contributed to the highest CO<sub>2</sub> emissions levels in recorded history. This threatens to impact all aspects of our communities, whether it's reduced water supplies, habitat loss, increased air pollution, or public health impacts. The secondary effects of climate change are almost as troubling; for example, hotter cities need more cooling, which increases power plant usage that contributes further to the vicious cycle of greenhouse gases.
- **Energy uncertainty.** As the peak of the world's petroleum production rate is reached, there could be profound consequences to our region's economy. Southern California's transportation, agricultural and industrial systems are highly dependent on inexpensive oil. Any production decline and resulting price increases will have negative implications for the global and regional economy; the severity will depend on the rate of production decline and the linked increases in prices and our ability to find alternatives for petroleum.

- **Global economy.** If Southern California were a country, we'd be the 15th largest economy in the world. In this globalized economy, our region is increasingly susceptible to outside influences like international economic downturns that pose further challenges.

These challenges call for action, because the consequences of inaction are potentially devastating (see the "Fast Facts" sidebar). This need for action is all the more urgent because all of these issues are tightly linked. For example, failure to address land use and housing issues have direct and indirect impacts on air quality and public health.

## FORMING A VISION AND IMPLEMENTING AN ACTION PLAN

The RCP is a structured policy framework that links broad visionary principles to an action plan that moves the region towards balanced goals. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

## RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between eco-

conomic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both an action plan for implementation of short-term strategies and a call to action for strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

### RCP Guiding Principles

**Improve mobility for all residents.** Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

**Foster livability in all communities.** Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.

**Enable prosperity for all people.** Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.

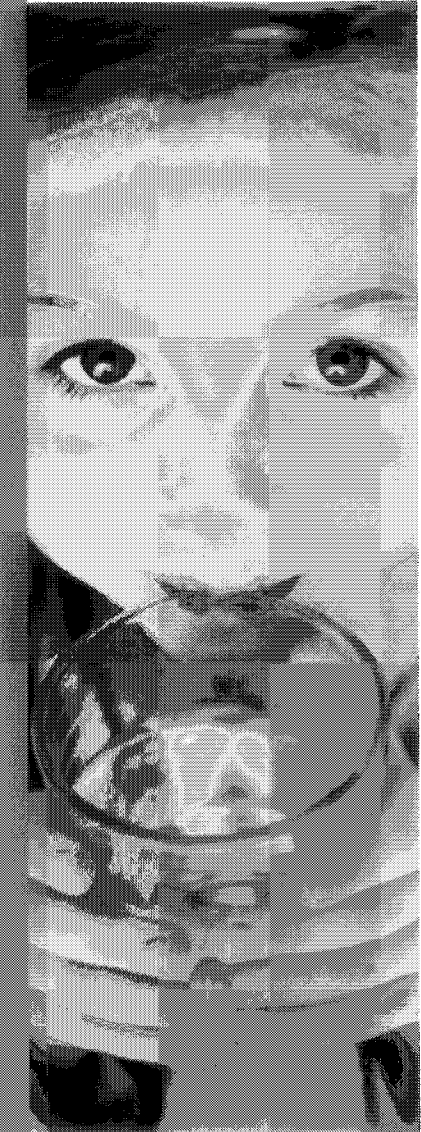
**Promote sustainability for future generations.** Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

The RCP looks at nine key areas of public policy that are linked closely to these guiding principles (list nine chapters in sidebar). Each chapter is organized into three sections:

- **Goals.** Each goal will help define how sustainability is defined for that resource area.
- **Outcomes.** These focus on quantitative targets that define progress toward meeting the RCP's Goals. Where possible, they are clearly defined (e.g., a 20% reduction in greenhouse gas emissions from 2007 levels), capable of being monitored with existing or reasonably foreseeable resources, and have a strong link to sustainability goals.
- **Action Plan.** This critical part of the RCP lays out a comprehensive implementation strategies that recommends how the region can systematically move to meet the RCP's quantitative Outcomes and achieve its Goals, Guiding Principles, and Vision. Each Action Plan contains:

**Constrained Policies.** This includes a series of recommended near-term, feasible policies that stakeholders should consider for implementation. For example, the RCP will call on SCAG to adopt certain policies that reflect its role as a planning agency, council of governments, and metropolitan planning organization.

The RCP also recommends potential policies for consideration by local governments and other key stakeholders. Clear policies will improve the Intergovernmental Review (IGR) process and help SCAG and local governments assess the consistency of local projects to the RCP. SCAG uses the IGR process to offer comments to



EXECUTIVE SUMMARY

FAST FACTS

*The Consequences of Inaction*

Open Space and Habitat

■ Invasive plants and weeds compete with native plants, potentially wiping out a number of endangered species.

■ 80 to 80 percent of existing plant populations could be "phased out" resulting in less biodiversity.

Economy

■ Transportation, agricultural and industrial systems depend on inexpensive oil; decline in petroleum production without alternative energy sources will result in severe price increases and impacts to our economy.

■ Global warming will reduce the quality and quantity of certain agricultural productions, a key driver of the California economy.

local governments on how regional issues and concerns should be addressed by both local projects and citywide policies.

**Strategic Initiatives.** This encompasses longer-term strategies that require significant effort to implement but are necessary to achieve the RCP's desired Goals and Outcomes. For example, identifying technological breakthroughs that can reduce air pollution from the transportation sector requires both commitment and time. Most of these initiatives are not constrained and will require political will, enabling legislation, new funding sources, and other key developments to become a reality. In most cases, this tier of strategies is the key to achieving the region's sustainability Goals and Outcomes.

The RCP identifies policies that represent best currently available practices or address needed reform for each resource area. However, public agencies and local stakeholders must find ways to evaluate and prioritize the best options in resource-constrained environments where funding is limited.

SETTING PRIORITIES

Because there is no single approach that can solve our region's array of challenges, our region is faced with many policy options that should be evaluated before decisions are made. There are a variety of performance measures that can be used

to rank policy options, such as cost-effectiveness, cost-benefit ratio, and environmental benefits.

The RCP looks at the body of recommended policies and highlights those that can produce the most benefits across resource areas. In doing so, the RCP provides a framework for local decision-making that helps advance those policies that "provide multiple benefits for the price of one." The RCP's priority policies are based on the following qualitative criteria:

- Potential for direct and indirect benefits over multiple resource areas.
- Potential to address other policy objectives, including public health and climate change concerns.

ROLES AND RESPONSIBILITIES

As an advisory document, the RCP identifies potential policies that the public and private sector should consider in its planning and daily operations. The RCP reaffirms the institutional roles that SCAG, local governments, resource organizations, and the private sector have in resource planning and program. To that end, the RCP recommends the following roles and responsibilities for key stakeholders:

- **SCAG.** As a council of governments, SCAG can take a leadership role by working with its member jurisdictions to promote sound planning policies through guidance, financial incentives, and other means. The RCP con-

tinues an ongoing dialogue with 187 local governments to develop consensus about how Southern California thinks globally and regionally and acts locally. In its role as a metropolitan planning organization, SCAG can also help advance integrated policies through its funding decisions.

- **Local governments.** Local jurisdictions have the land use authority to promote balanced growth and other local initiatives that promote holistic planning. In their capacity as major employers, cities also can set an example in their communities by adopting proactive policies that reduce waste, promote energy efficiency, and address other goals.
- **Transportation commissions.** With their role in planning and programming transportation projects, commissions can modify their criteria to help promote integrated planning objectives. For example, linking local land use decisions with transportation funding priorities is a key opportunity to increase transit ridership. Commissions can also look at other environmental and economic criteria to provide a more balanced view of the benefits of their plans, programs, and projects.
- **Resource agencies and conservation groups.** These organizations work every day to promote better resource management, economic development, and other social and environmental policies and programs. The RCP offers these organizations the opportunity to discuss

challenges and opportunities through a more regional approach.

- **Private sector.** Through voluntary changes in their practices, businesses can take a proactive role in addressing the goals of the region. Whether it's reducing consumer waste associated with product packaging or promoting greener building practices in new development, the private sector has a key role in promoting programs that are consistent with the RCP.
- **The public.** The long-term well-being of our region ultimately serves the needs of all of us, our children, and future generations. Our decision-makers need to know that solving our environmental, economic, and quality of life problems is something worth working for. The public can play a key role in addressing the goals of the region through their votes and consumer habits.

## RELATIONSHIP OF RCP TO COMPASS BLUEPRINT AND THE REGIONAL TRANSPORTATION PLAN

This integrated Plan is closely tied to both SCAG's Compass Blueprint and the Regional Transportation Plan. On one hand, the RCP complements the Compass Blueprint and the 2008 RTP. For example, it expands on federal SAFETEA-LU requirements that call for improved coordination and mitigation of transportation plans that reinforce mitigation measures



## EXECUTIVE SUMMARY

### FAST FACTS

#### *The Consequences of Inaction*

##### Water

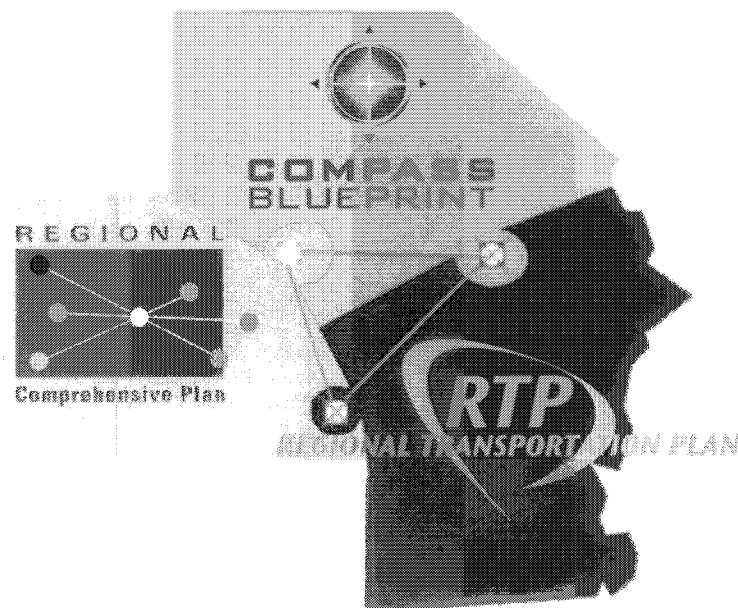
- Increased temperatures would result in earlier annual snowmelt and increased rainfall in the mountains, leading to increased flood risks along major streams and rivers throughout the region.
- Sierra Nevada spring snow-pack could reduce by as much as 90 percent—a primary source of water for Southern California.
- Sea level could rise from 1 to 3 feet by 2100 affecting water supply. The influx of saltwater would threaten the quality and reliability of major fresh water supplies.

needed to address the RTP's environmental impacts. However, the RCP further advocates for even bolder policies that attempt to achieve a healthier, more sustainable region.

On the other hand, the RCP sets the direction for how both programs can evolve in the future. For example, while the RCP builds off the growth management framework of the Compass Blueprint, it promotes natural resource policies that help “green” the region as we move toward more sustainable development. It also calls for improved integration of the Compass Blueprint

into the RTP by suggesting that future transportation plans better promote transit projects that can serve the Compass Blueprint focus areas that have or are anticipated to see population and job growth. Similarly, the RCP incorporates the recommendations from the pending 2008 RTP and also clarifies the need for further action in the future to achieve this Plan's goals.

FIGURE 1.1  
THREE INTERRELATED PLANS





# Land Use and Housing

## THE CHALLENGE

The region's challenges related to traffic congestion, air quality, housing availability and affordability and nearly all of the other issues identified in this Plan can be traced, at least in part, to the intersection of land use decisions, transportation planning and the growth of our population and economy. In a region where outward expansion has been the norm, there is now a perception that we are "built out," with little available land left to accommodate growth. Complaints that new development is overburdening transportation infrastructure are becoming commonplace as traffic congestion and delay worsen. Commutes in many parts of the region are long and getting longer - indicative of a jobs-housing imbalance as people live far from where they work.

California's system of municipal finance has forced local governments to make land use decisions based on revenue-generation concerns rather than sound planning practice. Housing costs have skyrocketed as the supply of housing has failed to keep pace with a growing demand (see Figure 2.1).

## Linking Land Use and Transportation Planning

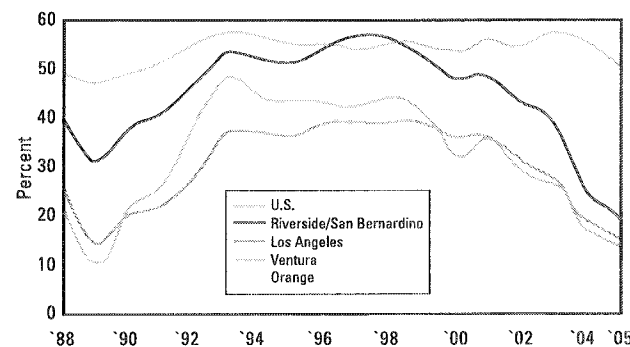
The quality of life in any region depends in large part on travel - how easy it is to get from home to work and back, the amount of time spent commuting, and the types and degree of choices available for getting around. Closely related to that

are the choices we make about how land should be used. The types and appearances of buildings, how they function in a neighborhood or business district, and where they are located all have an effect on transportation use. For example, a small neighborhood that combines a shopping area with nearby residences makes it easier for people to walk for some of their trips (see Figure 2.2). Highway-adjacent commercial development, however, tends to require auto travel for all trips.

FIGURE 2.1

### Housing Affordability

(Percent of Households Who Can Afford to Purchase a Median-Priced Home)



At the same time, decisions made about transportation also affect what we build and where we build it. Freeway interchanges usually encourage development of auto-oriented stores



# PRELIMINARY DRAFT

FIGURE 2.2



Re-thinking development patterns in key parts of the region will yield significant quality of life benefits. This before and after "photo-morph" image depicts the potential of an under-utilized corridor and was prepared for a local government as part of a SCAG Compass Blueprint Demonstration Project.

and services, while transit and pedestrian amenities stimulate "Main Street" business and residential development nearby.

We are still growing – the region is expected to add another six million residents between 2005 and 2035. The new arrivals are members of our own growing families and those attracted by the strong regional economy and we can expect this growth regardless of the land use decisions we make. However, by linking responsible land use and transportation planning, we can accommodate growth while maintaining the region's mobility, livability, prosperity and sustainability.

## THE PLAN

Sustainably planning for land use and housing in Southern California will maximize the efficiency of the existing and planned transportation network, provide the necessary amount and mix of housing for our growing population, enable a diverse and growing economy and protect important natural resources.

We can achieve land use and housing sustainability by implementing the Compass Blueprint planning principles developed corroboratively by SCAG and other partners since 2000. Implementing Compass Blueprint will result in significant land use changes to only 2 percent of the total land area in the region. Implementation efforts, by all levels of government and all stakeholders, are part of what is referred to as the "2% Strategy."



SCAG's transportation modeling and other analyses show that implementing the Compass Blueprint scenario will:

- Provide adequate and affordable housing for our growing population. Production of new housing units will provide an economic stimulus to the region through direct investment and new jobs.
- Promote improved jobs-housing balance throughout the region. Locating new housing near jobs, new employment centers near housing, and both housing and jobs near transit and other transportation corridors will shorten commutes and allow commuting options other than single occupancy vehicles.
- Reduce regional Vehicle Miles Traveled (VMT), resulting in reduced traffic congestion and delay and reduced air quality impacts. Reduced VMT will also lead to significant infrastructure cost savings.
- Improve social equity and environmental justice through revitalization of older suburban and inner-city locations, promotion of economic development in urban core areas and enhancement of local property and sales tax revenues.

### Development of the Compass Blueprint

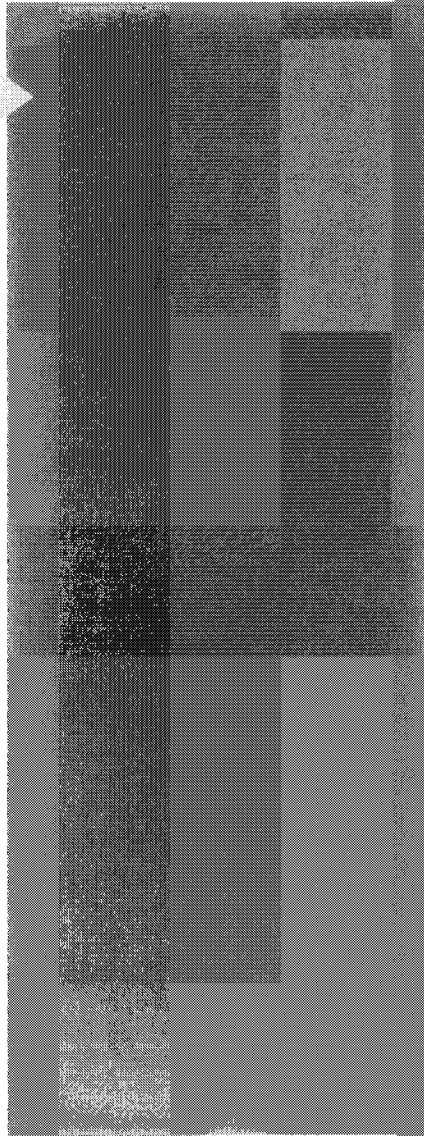
The Compass Blueprint growth vision, 2% Strategy and the Goals, Outcomes and Action Plan outlined in this chapter

are the products of a proactive and integrated process that began in 2000 with direction from SCAG's Regional Council and a region-wide series of workshops involving over 1500 stakeholders. SCAG's quantitative modeling and policy analysis techniques then determined some of the objective land use, transportation and economic implications of a range of alternative growth scenarios. By 2004, a regional consensus emerged on a growth vision/land use scenario that will enhance Southern California's livability, mobility, sustainability and prosperity.

The Compass Blueprint growth vision formed the basis for the preferred land use alternative in the 2004 Regional Transportation Plan. Continued technical analysis and a 2006 series of stakeholder workshops at which over 90 percent of the region's jurisdictions were represented, have resulted in an updated growth vision and a significantly refined scenario. This became the preferred land use alternative for the 2008 Regional Transportation Plan and the foundation of the Land Use and Housing chapter of this Regional Comprehensive Plan.

Ultimately, the region should work together toward the outcome of realizing, by 2035, development and redevelopment consistent with the Compass Blueprint growth vision and the Plan Alternative growth scenario developed for the 2008 Regional Transportation Plan through SCAG's Integrated Forecast program. The Compass Blueprint scenario describes a potential future for the region and distributes forecast





growth in population and employment throughout the region. A palette of future development and redevelopment types ("city neighborhood" or "town center," for example), each with an associated density of households and jobs per acre, are mapped to specific locations, creating a scenario that can realistically accommodate the region's total forecast growth while maintaining or enhancing the region's mobility, livability, prosperity and sustainability.

The details of the scenario, including maps showing the locations of the growth and tables describing the housing and employment densities and other attributes of the different development types, are presented in the 2008 Regional Transportation Plan.

To accurately track implementation progress and assess consistency with the Compass Blueprint, SCAG will develop a monitoring plan and assessment methodology, as described below in the chapter's Action Plan.

#### LAND USE AND HOUSING GOALS

Successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2% Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors.

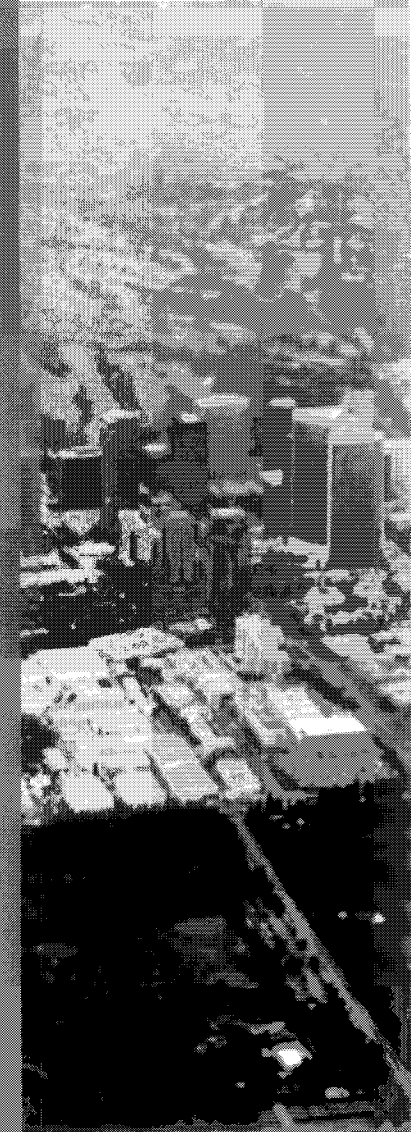
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities.
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics.
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations.
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.
- Preserving existing, stable, single-family neighborhoods.
- Protecting important open space, environmentally sensitive areas and agricultural lands from development.

#### LAND USE AND HOUSING OUTCOMES

- One hundred percent of City and County General Plans consistent with Compass Blueprint by 2012. (General Plans are the local blueprints for growth and the best indicator of local governments' having adopted Compass Blueprint planning principles.)
- Significantly increase the number and percentage of new housing units and jobs created within the Compass 2%

Strategy Opportunity Areas should be by 2012 and improve the regional jobs-housing balance. (Tracking the number of new units will measure the region's progress in accommodating forecast growth. Percentage of housing and jobs developed within the Opportunity Areas will indicate the locational efficiency of growth.)

- Reduce total regional vehicle miles traveled (VMT) from carbon-based fueled vehicles to 1990 levels by 2020. (The Land Use and Housing Action Plan can be expected to result in a 10 percent reduction in VMT in the year 2035 when compared to current trends. VMT serves as a proxy for jobs/housing balance, urban design, transit accessibility, and other urban form issues. VMT per household will decrease with Compass Blueprint implementation.)
- Add one new housing unit to stock for every 3 persons in population growth and one new housing unit for every 1.5 jobs. (Housing supply measures the availability of housing in comparison to population and jobs.)
- Reduce by 20 percent the percentage of households paying more than 50 percent of their income for combined housing and transportation costs from the year 2000 level. (Combined housing and transportation costs as a percentage of income is an important measure of housing affordability and efficient development.)
- Increase the region's first-time homebuyer affordability index so that the relationship of minimum qualifying income to entry-level home price mirrors or surpasses the national average. (The first-time homebuyer affordability index is another key measure of housing affordability.)
- Increase regional homeownership so that the percentage of households owning their own home mirrors or surpasses the national average. Reduce the existing disparities in homeownership by ethnic group by 50 percent. (The region currently suffers from low homeownership rates, especially among certain ethnic groups.)
- Achieve a regional housing vacancy rate of 1.5 percent for owner-occupied units and 5 percent for rental units. (These vacancy rates are indicators of a healthy housing market.)
- Significantly improve the efficiency of land use in the region's urbanized areas by 2035 (This measures the number of people and jobs per acre and the region's ability to accommodate growth in parts of the region that are already urbanized or that become urbanized during the planning period.)
- Significantly decrease the rate of land consumed for urbanization between 2007 and 2035. (Land consumption and urbanization measures the rate at which undeveloped land is converted to urban uses, relative to population growth.)



- All cities in the region adopt green building standards by 2012. (Green Building standards as part of local planning and permitting represents a key element of the Compass Blueprint Growth Vision—sustainability. Green Building will also be a key to achieving the sustainability goals identified in the Water, Solid Waste, Energy and Air Quality chapters of this RCP.)

## LAND USE AND HOUSING ACTION PLAN

Initiative Practices	Legislation	Coordination	Constrained Policies	Potential for Direct/Indirect Benefits										Other Benefits	
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change	
SCAG Policies (SCAG policies will be subject to consideration for future Overall NCEP)															
			LUH-1. SCAG shall provide technical assistance and regional leadership to implement the Compass Blueprint growth scenario and integrate growth and land use planning with the existing and planned transportation network.	X	X	X		X	X	X			X	X	
			LUH-1.1 SCAG shall provide planning services to local governments through Compass Blueprint Demonstration Projects. These projects will help local jurisdictions: • Update General Plans to reflect Compass Blueprint principles and integrate land use and transportation planning. • Develop specific plans, zoning overlays and other planning tools to enable and stimulate desired land-use changes within 2% Strategy Opportunity Areas. • Complete the economic analyses and community involvement efforts that will ensure that the planned changes are market-feasible and responsive to stakeholder concerns. • Visualize potential changes, through innovative graphics and mapping technology, to inform the dialogue about growth, development and transportation at the local and regional level	X	X	X		X	X	X			X	X	
		X	LUH-1.2 SCAG shall continue with a targeted public relations strategy that emphasizes regional leadership, the benefits and implications of Compass Blueprint, and builds a sense of common interests among Southern Californians.	X	X	X		X	X	X			X	X	
		X	LUH-1.3 SCAG shall expand the role of the Compass Partnership, a forum convening representatives from government, civic leaders and members of the development community. The Compass Partnership will advise the region on how public-private partnerships will help leverage the outcomes outlined in this chapter. SCAG shall encourage cooperative land-use decision-making and planning efforts between neighboring jurisdictions.	X	X	X		X	X	X			X	X	
			LUH-2. SCAG shall encourage leveraging federal and State and local funds to implement the Compass Blueprint.	X	X			X	X	X			X	X	
			LUH-2.1 All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	X	X			X	X	X			X	X	
			LUH-3 SCAG shall develop an objective monitoring system to gather data and measure regional progress toward implementing the Compass Blueprint growth scenario and achieving the outcomes outlined in this chapter.	X	X	X		X	X	X			X	X	
			LUH-3.1 SCAG shall define a methodology for assessing local General Plans' consistency with Compass Blueprint.	X	X	X		X	X	X			X	X	

## LAND USE AND HOUSING

IGR/Best Practices	Legislation	Coordination	Constrained Policies	Potential for Direct/Indirect Benefits										Other Benefits	
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change	
			LUH-3.2 SCAG shall develop a data set and methodology for determining what portion of regional growth is occurring within 2% Strategy Opportunity Areas.	X	X	X		X	X	X			X	X	
			LUH-3.3 SCAG shall further develop land use performance measures to be included in future Regional Transportation Plans.	X	X	X		X	X	X			X	X	
			LUH-4 SCAG shall use its Intergovernmental Review process (IGR) role to provide robust review and comment on large development projects regarding their consistency with the Compass Blueprint.	X	X	X		X	X	X			X	X	
Local Government Policies															
X			LUH-5 Local governments should provide for new housing, consistent with state Housing Element law, to accommodate their share of forecast regional growth.	X						X					
X			LUH-5.1 Local governments should adopt and implement General Plan Housing Elements that accommodate the housing need identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with the RHNA income category distribution adopted for each jurisdiction. To provide this housing, especially affordable housing, jurisdictions should leverage existing state programs such as HCD's Workforce Incentive Program and the state density bonus law and create local incentives such as housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and around transit villages and partnerships with non-governmental stakeholders.	X	X	X		X	X	X				X	
X			LUH-6 Local governments should leverage federal and State and local funds to implement the Compass Blueprint.	X	X	X		X	X	X			X	X	
X			LUH-6.1 All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	X	X	X		X	X	X			X	X	
X			LUH-6.2 Subregional organizations should leverage the federal transportation planning funds available at the subregional level, to complete projects that integrate land use and transportation planning and implement Compass Blueprint principles.	X	X	X		X	X	X			X	X	
X			LUH-7 Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.	X	X	X	X	X	X	X	X	X	X	X	
X			LUH-7.1 Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on General Plan updates and implementation, as required by law. Communities are required to submit the General Plan and General Plan elements to SCAG under the Intergovernmental Review Program pursuant to Federal Executive Order No. 12372 and CEQA Section 15206.	X	X	X	X	X	X	X	X	X	X	X	

ICB/Best Practices	Legislation	Coordination	Constrained Policies	Potential for Direct/Indirect Benefits										Other Benefits	
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change	
X			LUH-7.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	X		X	X	X		X		X	X	X	
X			LUH-7.3 Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.	X	X	X		X	X	X		X	X	X	
X			LUH-7.4 Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed use with housing.	X	X	X		X	X	X		X	X	X	
Federal and State Government															
	X		LUH-8 The state should continue to support and provide funding for the statewide Blueprint Planning program.	X	X	X	X	X	X	X	X	X	X	X	

LAND USE AND HOUSING

Strategic Initiatives

IGR/Best Practices	Legislation	Coordination	Strategic Initiatives	Potential for Direct/Indirect Benefits											Other Benefits	
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change		
SCAG Initiatives (SCAG initiatives shall be subject to consideration for future Overall Work Plans)																
	X	X	LUHSI-1 SCAG and county transportation commissions should initiate a program to secure significant resources for implementing Compass Blueprint. The program would provide infrastructure funding for specific allowable costs of development projects that integrate land use and transportation planning and are consistent with the 2% Strategy.	X	X	X		X	X	X			X	X	X	
	X	X	LUHSI-2 SCAG shall continue efforts, in collaboration with state agencies and local jurisdictions, to significantly reform state Housing Element law and the Regional Housing Needs Assessment process. These reforms should promote the broad goals stated by the Secretary of Business, Transportation and Housing and shared by SCAG: <ul style="list-style-type: none"><li>• Each municipality has a clear responsibility to provide housing based on the growth in population and jobs generated in the community.</li><li>• Jurisdictions should be able to collaborate in meeting housing needs.</li><li>• Planning for housing should be pursued over a longer time frame in line with other major growth planning efforts.</li></ul>	X						X						
Federal and State Government Initiatives																
	X	X	LUHSI-3 The State, in collaboration with SCAG, other regional organizations and local jurisdictions, should work to re-structure and re-incentivize the municipal finance system that currently challenges virtually all local governments in California and often promotes inefficient land uses. Changes should: <ul style="list-style-type: none"><li>• Ensure the reliability of revenue streams to local government such that local finances are not the first resort in difficult budget years.</li><li>• Re-structure sources of municipal revenue to place less emphasis on retail development and sales tax receipts, and to incentivize housing development and other land use changes consistent with regionally shared goals.</li></ul>	X							X			X		



# PRELIMINARY DRAFT Economy

2008

DRAFT

REGIONAL COMPREHENSIVE PLAN

## THE CHALLENGE

While the SCAG region has a strong economic base with several sectors poised for growth in jobs and wages, policy intervention can help to ensure that the regional economy grows in the quantity and quality of jobs. Specifically, the region's challenge is to add a projected three million jobs between 2005 and 2035. The projected job growth needs to provide a wide range of job opportunities for residents while requiring additional workers at all skill levels.

Current projections indicate that the SCAG region should enjoy job growth faster than the national growth rate (Figure 10.1). While the region experienced a severe recession in the 1990's led by downturns in aerospace and construction jobs that dropped the region's share of U.S. jobs from 5.7 percent

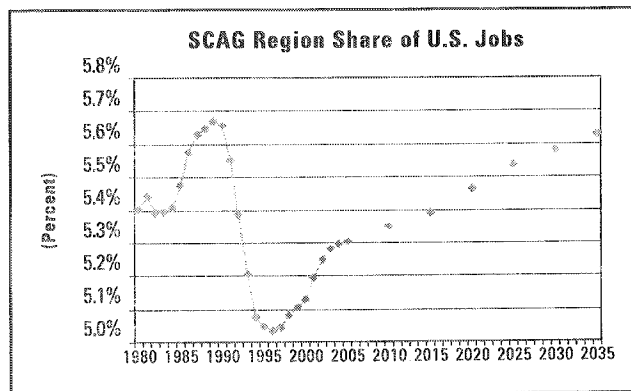
in 1990 to 5.0 percent in 1995, the SCAG region has outpaced the nation in job growth since 1995. By 2005, the region's share of U.S. jobs rose steadily to 5.3 percent.

Jobs in the region are projected to continue to increase faster than the national growth rate and by 2035 the SCAG region is projected to capture 5.6 percent of U.S. jobs, still slightly below the high level of 1990.

Sectors like international trade; architectural and design services; tourism and entertainment; technology and the nation's largest manufacturing complex give the region a good head start on developing a prosperous economy over the next 30 years.

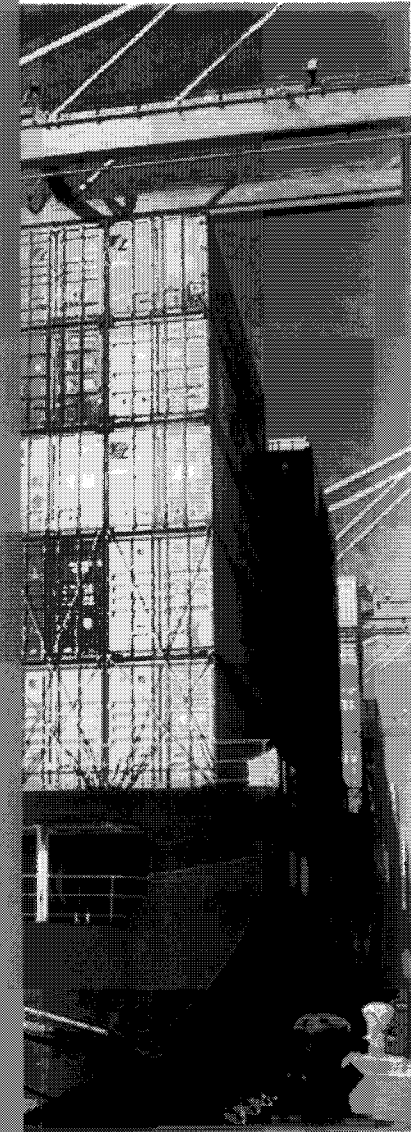
However, the projected job and income growth will not come automatically. Economic growth and the chance for broadly shared prosperity depend on meeting a number of substantial economic challenges.

FIGURE 10.1



## Improving the Economic Competitiveness of Key Sectors

In this increasing globalized economy, regions compete for the location of industries that export goods and services across not only their own country but around the world. The SCAG region faces challenges in providing the infrastructure to support local, national, and international goods movement as well



**THE GREEN ECONOMY**

Environmental quality and economic growth can go hand in hand. Promoting clean energy and jobs has been found to have a positive impact on the economy and individual pocketbook as is illustrated in the following studies.

A study by the Economic Policy Institute found that a policy package including development of new energy-efficiency and renewable energy technologies, transitional assistance to compensate any workers and communities harmed by the policies, and a modest carbon/energy tax would reduce U.S. carbon emissions by 27% in 2010 and by 50% in 2020 and increase GDP increase by a modest 0.24% in 2010 and by 0.6% in 2020, and add an additional 660,000 net jobs would be created in 2010, 1.4 million in 2020.<sup>1</sup>

In addition, a report, "Economic Growth and Greenhouse Gas Mitigation in California," offered an independent assessment of

as providing for the mobility needs for the rest of the economy. Such investments must also occur within a context of environmental quality, justice and respect for local communities.

Moreover, the region must increase its share of employment in those industries and service sectors where wages and salaries will be higher than average and where growth, nationwide and internationally, is expected to be strong (e.g. professional, business and information services, wholesale trade and transportation services, tourism and entertainment sectors, and high technology and green technology sectors). It should also include industries with a defined career ladder that do not necessarily require advanced education (e.g. logistics). At the same time that it pursues growth in these sectors, the region must maintain a sufficiently diverse economic base overall and sufficient local, self-reliance, so as protect against over-dependence upon any few industries or income streams and help insulate the regional economy from global downturns.

**Education and Workforce Challenges**

A skilled workforce is fundamental for turning economic opportunities into successful outcomes for residents and the region. Attracting, retaining, educating and training a diverse, skilled labor force has become an increasingly important objective for regional economies. The ability to attract workers (and firms) is dependent upon the livability and quality of life for the region, its business climate, and working conditions. Investments in these areas are critical for the SCAG region.

The region is facing a draft shift in its labor force as the baby boomers retire and are replaced, in large part by immigrants and their children and grandchildren, many of whom come with a relatively lower level of educational achievement than much of the region's existing labor force. Improvement of the region's educational system as well as training opportunities for adult workers is critical.

**Economic Growth Must be Consistent With Regional Environmental, Health, Mobility and Social Justice Goals**

International trade can create good job opportunities and raise real income levels for the SCAG region. Significant investment is necessary to improve the efficiency and capacity of the region's goods movement infrastructure if we are to benefit from the growth in international trade expected, while remaining globally competitive. Such changes must also occur within a context of environmental quality (see inset box "The Green Economy"), environmental justice and respect for local communities.

Needed improvements in the region's goods movement infrastructure depend upon cooperation between government and the private sector. Public investment and planning can play a strong role in attracting needed additional private investment. At the same time, improvements to the system should not come at the expense of other transportation system invest-

ments, nor should they be only the burden of local, regional or state governments.

Given current limits on local and state finances, innovative methods will be needed to procure and pay for these system improvements. Both the federal and State governments must act to support innovative procurement and public-private funding mechanisms, and should take legislative action to allow the region to pursue innovative funding strategies. The national purpose served by Southern California's goods movement system also points to the need for strong federal participation in assisting the region with the substantial local burdens it bears in serving this role - including traffic congestion, air pollution, noise, public health impacts, visual blight, and freight-related safety incidents. These burdens are not compensated, thus forming an effective subsidy for lower-priced goods in other states. The federal government should explore ways to compensate the region for the services it provides.

### Quality of Life

Quality of life is an economic competitiveness challenge, as our ability to improve mobility, air quality and housing will influence and be influenced by the economy. Recent trends in housing prices and affordability raise serious challenges for the region in attracting and retaining industries that offer good jobs. Although housing is discussed extensively elsewhere in the Regional Comprehensive Plan, it is important to remem-

ber that housing, particularly the lack of diversified options, is a challenge to future regional prosperity.

### Strengthening Local Self-Reliance

A major challenge for the region is to maintain and strengthen local-self reliance while recognizing the need to diversify the region's economy and expand Southern California's role in the global economy. Our ability to create jobs and produce goods locally that serve the needs of our six-county region can only enhance the long-term sustainability of an economy that doesn't have to import all of its needs. The environmental and economic costs of transport alone can temper the trend toward farming out jobs and importing goods from cheaper manufacturing centers outside the region and country. However, finding a healthy balance between self-reliance and strategic participation in the global economic marketplace will be a key challenge for Southern California.

### THE PLAN

The RCP is built on the notion that our region needs to grow by balancing economic prosperity with environmental protection and local quality of life goals. To that end, the RCP recommends policies that promote mutually supportive economic development strategies, land use decisions, transportation investments, and educational improvements. These include:



**THE GREEN ECONOMY**

the economic impacts of AB 32. This study conducted by the University of California, Berkeley, and delivered to the state legislature on August 18, 2006, found that returning California greenhouse gas emissions to 1990 levels by 2020, as identified in AB 32, can boost the annual Gross State Product (GSP) by \$80 billion and create 17,000 new jobs by 2020. The study found that the gains could be up to \$74 billion in annual GSP and 89,000 new jobs by 2020 - if climate policies are designed to create direct incentives for California companies to invest in new technology.<sup>2</sup>

- Focusing development in urban centers, existing cities and along (existing and future) transportation corridors
- Providing housing to meet the needs of all income levels
- Locating new housing near existing jobs and new jobs near existing housing
- Designing/building 'green' to save resources, reduce costs and increase competitiveness
- Identifying and addressing issues related to environmental justice in the formulation of policies and plans as required in Title VI of the Civil Rights Act of 1964, President Clinton's 1994 Executive Order 12898, and related DOT and FHWA Orders
- Strengthening local self-reliant industries that provide jobs and goods for our region's needs
- Developing a well-educated work force
- Fiscal and governmental policies that support these approaches

This comprehensive strategy prioritizes the notion that local businesses must be profitable and competitive regionally, nationally and internationally. However, it also addresses the physical, economic, environmental and human capital dimensions. For example, it recognizes the need to alleviate poverty

and meet the basic needs of all who participate in our economy. In addition, such a strategic vision will only succeed if government agencies, the private sector, non-profit organizations and the region's residents embrace it. Only with the participation and cooperation of all the region's stakeholders will this vision be realized.

**ECONOMY GOALS**

- Position the SCAG region and its economy to seize opportunities and address challenges that will enhance the region's mobility, livability, prosperity, and sustainability.
- Enable business to be profitable and competitive (locally, regionally, nationally, and internationally).
- Promote an economy that rewards hard work, perseverance, and ingenuity to allow individuals and families to achieve a better quality of life.
- Ensure that the maximum possible number of residents participate in the growth of prosperity in the SCAG region. (Note that a goal of broadly shared prosperity does not imply a strategy of redistributing today's income. Strategies to ensure that future economic gains are broadly distributed are based, by contrast, on expanding opportunity and the commitment of business and government leaders to recognize that individuals and communities left behind today must be made full partners in the growth of tomorrow's economy.)

- Promote sustained economic health through diversifying the region's economy, strengthening local self-reliance and expanding competitiveness.
- Ensure a healthy, flourishing economy that provides sufficient employment opportunities to decrease poverty and meet the basic needs of all the people who participate in our economy by:
  - ◆ Promoting education and workforce training policies that give residents an opportunity to compete for the full range of jobs available with good wages and benefits;
  - ◆ Encouraging and enabling charities and non-profits to help provide for the poorest in our region;
  - ◆ Achieving economic development while being consistent with the region's sustainability goals for land use, air quality, and other resource areas; and
  - ◆ Accomplishing this within an ecological and sustainable context that uses resources wisely.
- Eliminate gaps in educational achievement between different racial and ethnic groups.
- Increase the real per capita income to restore 1997 levels of household and individual purchasing power.
- Expand green technologies and related employment in green technologies and services above and beyond what is needed to meet Title 24 requirements by 2035.
- Increase the region's economic vitality and attractiveness by focusing housing and job additions in urban centers, employment centers, and transportation corridors, such that there will be a minimum of 35 percent of the region's household growth and 32 percent of employment growth in these areas from their levels in 2005 by 2035.
- Increase the affordability of health care by 50 percent to reduce losses in productivity resulting from inaccessible health care.
- Promote sustained economic health through diversifying the region's economy, strengthening local self-reliance and expanding global competitiveness.

## ECONOMY OUTCOMES

- Increase job growth to add three million jobs to the regional economy by 2035.



ECONOMY

ECONOMY ACTION PLAN

Init/Best Practices	Legislation	Coordination	Constrained Policies	Potential for Direct/Indirect Benefits										Other Benefits	
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change	
SCAG Policies (SCAG policies shall be subject to consideration for future Overall Work Plans)															
		X	EC-1 SCAG shall form an active Prosperity Partnership, a coalition of public and private entities, dedicated to developing and implementing a common economic strategy for the SCAG region.							X					
		X	EC-2 SCAG shall partner with institutions that will help develop global trade logistics infrastructure needed for local businesses to remain competitive.		X					X					
		X	EC-3 SCAG shall partner with economic development organizations to assist the region in attracting and retaining both local and foreign investment.							X					
		X	EC-4 SCAG, in collaboration with local jurisdictions, shall increase awareness - both private and public sectors - of efforts currently underway supporting industry cluster formation in our region.							X					
		X	EC-5 SCAG shall encourage regional universities and business schools to explore opportunities to maximize benefits to the region from public dollars.							X					
		X	EC-6 SCAG shall inform stakeholders (workforce boards, community colleges and businesses) about the long-term demographic and workforce trends in the SCAG regional forecast.							X					
		X	EC-7 SCAG in partnership with local governments shall support K-12 education programs, particularly for at-risk students that help improve high school graduation rates and increase opportunities for all qualified students to attend and graduate from college.							X					
		X	EC-8 SCAG and local jurisdictions shall partner with workforce boards and community colleges in identifying specialized training courses that: • Meet current and future job needs. • Upgrade technological skills and open up career opportunities of adult and young workers. • Assist people adapting to change.							X					
		X	EC-9 SCAG, state agencies and local jurisdictions, should support programs that connect school district databases region-wide to track and assess student performance to better ensure a match between education and skill requirements and attainment.							X					
			EC-10 SCAG should develop partnerships that assist in creating a suite of technologies or a renewable portfolio of services that allow the SCAG region to plan for a greener, more sustainable economy.			X		X		X					X
		X	EC-11 SCAG shall actively engage environmental stakeholders to promote efficiencies, conservation, and renewable energy resources by working with the business sector and government agencies, such as the California Center for Sustainable Energy, the state's Environmental Agency (Cal-EPA), the California Transportation Commission, air districts and others.			X		X		X					X

ICB/Best Practices	Legislation	Coordination	Constrained Policies	Potential for Direct/Indirect Benefits								Other Benefits		
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change
		X	EC-12 SCAG shall partner with organizations that promote the creation of new advanced, environmentally friendly, sustainable technologies for all sectors in the region's economy.		X	X		X		X		X		X
	X		EC-13 SCAG shall continue efforts to leverage state infrastructure bond financing to our region to implement the enormously challenging goods movements and transit oriented development infrastructure.	X	X	X				X				
		X	EC-14 SCAG, in collaboration with state agencies and local governments, should support programs that develop workforce in the green technology sector.							X				
		X	EC-15 SCAG shall explore means of improving housing availability and pricing. Affordable housing shortage is compounding the difficulty for emerging industries to attract and retain demand positions, which are mostly the younger, more recently educated work force. Similarly, it also adds to the difficulties in attracting and retaining employees from other areas.	X						X				



ECONOMY

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ICV/Best Practices	Legislation	Coordination	Strategic Initiatives	Potential for Direct/Indirect Benefits										Other Benefits	
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change	
SCAG Initiatives (SCAG initiatives that will be subject to consideration for future Overall Work Plans)															
		X	ECSI-1 SCAG, in collaboration with state agencies and local governments, should promote the region's livability and quality of life, along with its business climate and working conditions by support investments in attracting, retaining, educating and training a diverse, skilled labor force necessary to attract workers and firms.							X					
		X	ECSI-2 SCAG, in collaboration with state agencies and local jurisdictions, shall promote and support regional policies that: • Promote sustainable economic development, within an ecological context, that uses resources wisely and sustainably and builds sustained economic health. • Reward local ingenuity, initiative, enterprise and creativity. • Give local governments the flexibility to attract needed businesses and jobs into their communities without compromising social or environmental standards. • Promote fiscal reform at the state, county and local level (involving sales, property and income taxes) to meet the regions capital investment needs of the region's economy. Reform must address increasing local control over school and transportation funds and de-emphasize local dependence on sales tax revenues. Overall, tax systems should be diverse enough to protect against over-reliance upon any small number of income streams. • Work with industries to diversify their industrial bases. • Help local firms replace jobs that cannot be retained. • Expand employment in existing high-wage service-sector firms. • Foster growth of small and medium-sized, locally-based firms	X						X					
		X	ECSI-3 SCAG and local jurisdictions shall support development of workforce strategies that upgrade skills and open up career opportunities for adult workers who need to adapt to change.							X					
		X	ECSI-4 SCAG in partnership with local jurisdictions shall support an increase in opportunities for immigrants to learn English at convenient times and locations							X					
X		X	ECSI-5 SCAG, in collaboration with state agencies and local governments, shall encourage industries to incorporate more energy efficient resources into their products.					X		X					X
X		X	ECSI-6 SCAG and local jurisdictions shall support efforts to increase employment in green, sustainable technologies and/or related industries.							X					



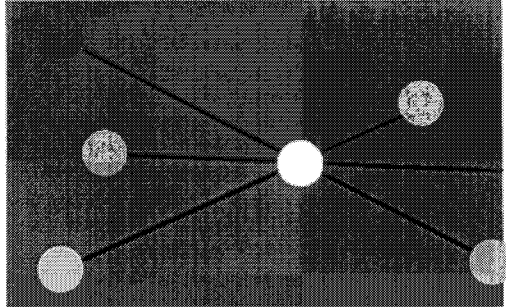
ICR Best Practices	Legislation	Coordination	Strategic Initiatives	Potential for Direct/Indirect Benefits										Other Benefits	
				Land Use	Transportation	Air Quality	Water	Energy	Open Space	Economy	Security	Solid Waste	Public Health	Climate Change	
		X	ECSI-7 SCAG shall promote the implementation of the Southern California Regional Strategy for Good Movement Action Plan, which is based on three principles: • International trade can create good job opportunities and raise real income levels for the SCAG region. To benefit from the growth in international trade expected, while remaining globally competitive, significant investment is necessary to improve the efficiency and expand the capacity of the region's goods movement infrastructure. Such changes must also occur within a context of environmental quality, environmental justice and respect for local communities. • Improvements to the goods movement system should not come at the expense of other transportation investments nor should improvements be only the burden of local, regional or state government. • Investments in the regional goods movement system should be made to realize regional benefits that have statewide implications		X	X				X			X		
X		X	ECSI-8 SCAG in collaboration with state agencies and local governments, should support policies such as: • Market-based emissions trading programs that use a cap with progressive reductions of the cap overtime. • Legislation that promotes "green building" through a mixture of regulation and incentives. • Clean air plans that reduce port-generated pollution from airplanes, vessels, trains, trucks and terminal operating equipment by 45% over the next five years.	X	X	X		X		X			X	X	
X		X	ECSI-9 SCAG, in collaboration with state agencies and local governments, should support policies that streamline the permit process and regulatory requirements imposed upon developers so as to eliminate excessive review time, cost and inefficiency.	X						X					
X		X	ECSI-10 State agencies and local governments should reform the state-local government fiscal relationship to help achieve sound, sustainable development. If government is going to "incentivize" the behavior of its governmental institutions, the incentive needs to be in line with its overall goals and objectives (e.g. making affordable workforce housing available). Local jurisdictions working through their representative advocacy groups (e.g. the League of National Cities) need to work with the state to balance the "fiscalizations" of the land use impacts, moving towards making cities fiscally ambivalent over using land for retail or housing purposes.	X						X					

<sup>1</sup> Barrett, James P. and J. Andrew Hoerner. Economic Policy Institute. Clean Energy and Jobs: A comprehensive approach to climate change and energy policy. (2002).

<sup>2</sup> Roland-Holst, David. Economic Growth and Greenhouse Gas Mitigation in California. August 16, 2006.

<sup>3</sup> Title 24, Part 6 of the California Code of Regulations sets energy efficiency standards for residential and nonresidential buildings.

# REGIONAL



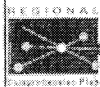
## Comprehensive Plan

Open Space & Habitat  
Land Use  
Air Quality  
Water  
Energy  
Solid Waste  
Security & Emergency  
Preparedness  
Economy  
Transportation

Helping Communities Achieve A Sustainable Future

## RECOMMENDATION

- **Approve for release the Draft RCP**
  - Executive Summary
  - Land Use & Housing
  - Economy



Helping Communities Achieve A Sustainable Future

## RCP TASK FORCE

- **Met October 17**
- **Recommendations**
  - Maintain coordinated schedule
  - Draft RCP is living document
  - Ready for public discussion and debate
  - Extended public review concurrent with RTP



**Helping Communities Achieve A Sustainable Future**

## RCP REVIEW

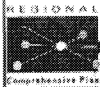
- **July 9** RCP Task Force reviewed Land Use & Housing chapter recommendations
- **Aug 13** RCP Task Force reviewed Economy
- **July 12** CEHD reviewed RCP Vision and Guiding Principles
- **Aug 30** CEHD reviewed schedule
- **Oct 4** CEHD reviewed Executive Summary, Land Use & Housing and Economy recommendations; shared other chapter recommendations
- **Oct 17** RCP Task Force recommends CEHD authorize release of Draft RCP



**Helping Communities Achieve A Sustainable Future**

## EXECUTIVE SUMMARY

- Sets storyline for RCP
- Problem-solving document
- Responds to problems identified through State of the Region
- Sets path forward
- Ties together SCAG plans and programs
- Action-oriented recommendations for SCAG, local governments, others



Helping Communities Achieve A Sustainable Future

## LAND USE & HOUSING

- RCP builds on Compass Blueprint
- Integrate into RTP and transportation planning process
- Focus growth in existing and emerging centers served by transportation resources
- Protecting open space and stable neighborhoods



Helping Communities Achieve A Sustainable Future

# ECONOMY

- Improve the economic competitiveness of key sectors
- Overcome education and workforce challenges
- Economic growth must be consistent with regional and environmental, health, mobility and social justice goal
- Improve quality of life
- Strengthen local self-reliance



**Helping Communities Achieve A Sustainable Future**